



XP Zero

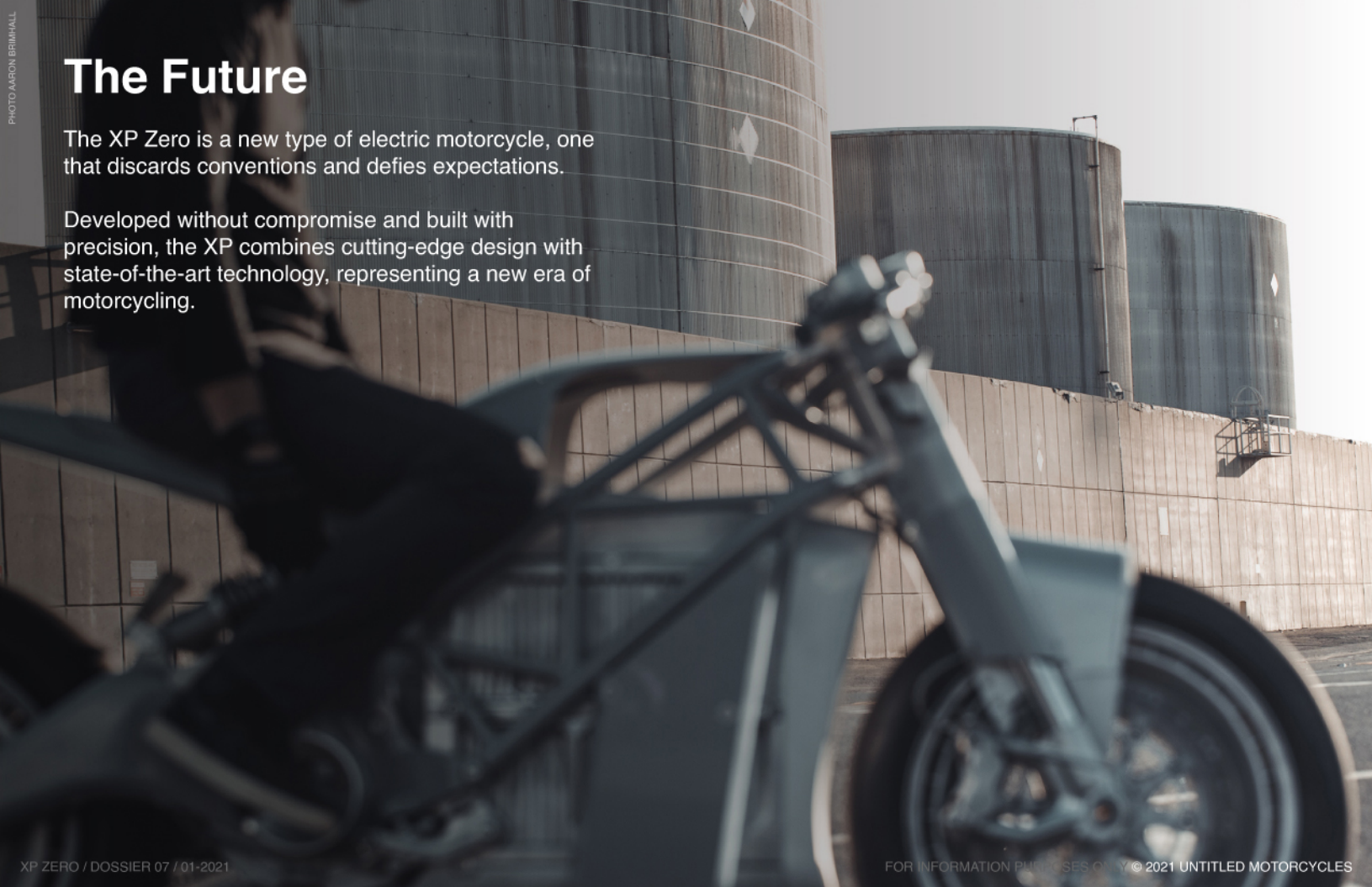


PHOTO: AARON BRIMHALL

The Future

The XP Zero is a new type of electric motorcycle, one that discards conventions and defies expectations.

Developed without compromise and built with precision, the XP combines cutting-edge design with state-of-the-art technology, representing a new era of motorcycling.

The Experience

The XP Zero doesn't look like a conventional motorcycle because it isn't a conventional motorcycle.

Riding the XP is like piloting a small jet. The XP produces almost twice the torque of a superbike, delivered linearly and continuously. Minimal, aerodynamic bodywork supports the rider and directs airflow over the motorcycle. Controlling all that incredible power, and keeping the XP planted, is a state-of-the-art safety system.

The onboard ride computer offers four standard and ten individualized performance modes. Performance modes are switchable on-the-fly, transforming the XP from a cruiser on the highway to a supermoto in the twisties.



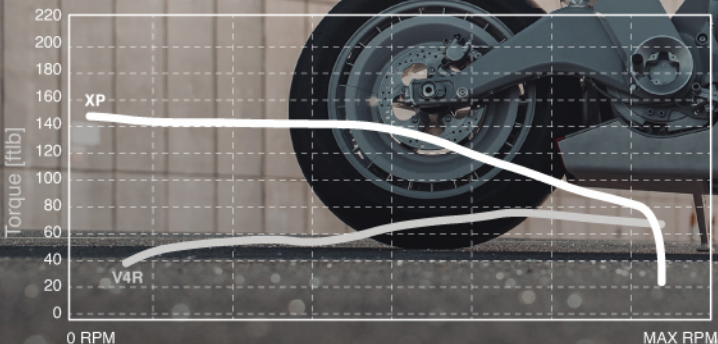
The Numbers

Superbike lightness with twice the torque

| | |
|-----------------------|--|
| Top Speed | 124 mph / 200 kph |
| 0-60 mph / 0-100 kmh | 1.6 sec**[Dyno] / 3.7 sec**[Road] |
| 0-124 mph / 0-200 kmh | 7.0 sec** |
| Weight | 481 lbs / 218 kg [Equivalent to R1/RSV/998] |
| Power | 110 hp |
| Torque | 146 ftlb / 199 Nm [2X conventional superbike torque] |

Power Comparison*

Almost twice the torque of a Ducati V4R



2020 Zero SR/F - max 146.45 ftlb / 198.56 Nm @ 1,218 rpm*

2019 Ducati Panigale V4R - max 76.65 ftlb / 103.92 Nm @ 12,300 rpm*

Weight Comparison*

Equivalent to Yamaha R1 / Aprilia RSV / Ducati 998

| | | |
|--------------------------|------------------|----------------|
| Honda CBR1000RR [11] | 467 lbs [-14lbs] | 212 kg [-6kg] |
| MV Agusta F4RR [13] | 469 lbs [-12lbs] | 213 kg [-5kg] |
| Yamaha YZF-R1 [12] | 475 lbs [-6lbs] | 216 kg [-2kg] |
| Ducati 998 [92] | 478 lbs [-3lbs] | 217 kg [-1kg] |
| XP Zero | 481 lbs | 218 kg |
| Aprilia RSV Mille [03] | 481 lbs | 218 kg |
| Honda RC-51 [05] | 483 lbs [+2lbs] | 219 kg [+1kg] |
| Kawasaki Ninja 1000 [15] | 510 lbs [+29lbs] | 231 kg [+13kg] |
| H-D LiveWire [90] | 549 lbs [+68lbs] | 249 kg [+31kg] |
| Energica Ego [29] | 569 lbs [+88lbs] | 258 kg [+40kg] |

Acceleration Comparison***

Equivalent to Ferrari F40 / Aston DBS / McLaren F1

| | | |
|------------------------------------|----------------|--------------------|
| Lamborghini Murcielago [03] | 0-60mph | 3.6 sec [-0.1sec] |
| Ferrari F50 [05] | 0-60mph | 3.6 sec [-0.1sec] |
| XP Zero | 0-60mph | 3.7 sec |
| Aston Martin DBS Superleggera [17] | 0-60mph | 3.7 sec |
| Audi R8 V10 [12] | 0-60mph | 3.7 sec |
| Ferrari F40 [92] | 0-60mph | 3.7 sec |
| Porsche 911 GT3 RS [08] | 0-60mph | 3.7 sec |
| McLaren F1 LM [96] | 0-60mph | 3.8 sec [+0.1 sec] |
| Tesla Model S 100D [18] | 0-60mph | 3.9 sec [+0.2 sec] |

* SOURCE: CYCLEWORLD

** SOURCE: MANUFACTURER ESTIMATE

*** SOURCE: ZERO60TIMES.COM

The Cockpit

The XP features beautifully minimal and functional controls. Anything that distracts from the riding experience has been removed.

Secondary Display (2)

Color TFT - controlled by the thumb toggle or the smartphone app, the 5" screen displays the motorcycle's status including battery charge, range, ride mode, and operating temperature.

TFT display supplied by Zero Motorcycles, USA

Primary Display (3)

Speedometer - see only the information you need for riding – nothing more, nothing less.

Speedometer supplied by Motogadget, Germany
Dot matrix display supplied by UMC Custom, USA

Custom Foot Controls (1)

Custom Rearsets - optimally positioned for comfort and control.
Rear Master - traditionally positioned foot-operated brake master.

Rearsets supplied by UMC Custom, USA
Rear master supplied by J.Juan, Spain

Custom Hand Controls (4)

Front Brake Master - CNC aluminum racing master with adjustable-reach lever.
Drive/Neutral Switch - a CNC'd aluminum switch seamlessly integrated into the brake master clamp.
Switchgear - simple minimal push switches that control the headlights and horn.

Brake master supplied by ISR Brakes, Sweden
Switchgear supplied by ISR Brakes, Sweden

Custom Hand Controls (5)

Thumb Joystick - an intuitive 5-way thumb toggle that controls the blinkers and ride modes.
Rear Brake Master [optional]- some clients prefer to have the rear brake master on the handlebar and simplify the foot controls.

Thumb Joystick supplied by Ruffy Controls, USA
Optional master supplied by ISR Brakes, Sweden

The Chassis

The XP's chassis uses road-proven geometry and construction for strength and reliability. Various components and finishes can be upgraded depending on the level of customization selected.

Rear End Monoshock

Showa GK01 piggyback monoshock

Supplied by Showa, Japan

Swingarm

Box section steel swingarm

Supplied by Zero Motorcycles, USA

Modified by UMC

Brake Caliper

34mm 1-pot brake caliper

Supplied by J.Juan, Spain

Brake Rotor

240mm single brake disc

Supplied by J.Juan, Spain

Wheel

5.5x17 Cast Alloy Wheel

Supplied by Zero Motorcycles, USA

Tire

180/55-17 Pirelli Supercorsa TD

Road legal track day tire

Supplied by Pirelli, Italy

Upgrades and options available

Frame

Spaceframe

Tubular steel frame

Supplied by Zero Motorcycles, USA

Modified by UMC

Motor

Structural motor, swingarm pivot

Supplied by Zero Motorcycles, USA

Rearsets

Custom foot controls

Supplied by UMC Custom, USA

Front End Clip-ons

Custom handlebars and brackets

Supplied by UMC Custom, USA

Forks

Showa 43mm SSF-BP forks

Supplied by Showa, Japan

Brake Calipers

30/34mm radial 4-pot brakes

Supplied by J.Juan, Spain

Brake Rotors

320mm twin brake discs

Supplied by EBC Brakes, USA

Wheel

3.5x17 Cast Alloy Wheel

Supplied by Zero Motorcycles, USA

Tire

120/70-17 Pirelli Supercorsa TD

Road legal track day tire

Supplied by Pirelli, Italy

Upgrades and options available

Safety Systems

Stability Control

Bosch Advanced MSC

Supplied by Bosch, Germany

Traction Control

Bosch TCS system

Supplied by Bosch, Germany

Antilock Brakes

Bosch ABS system

Supplied by Bosch, Germany

The Powertrain

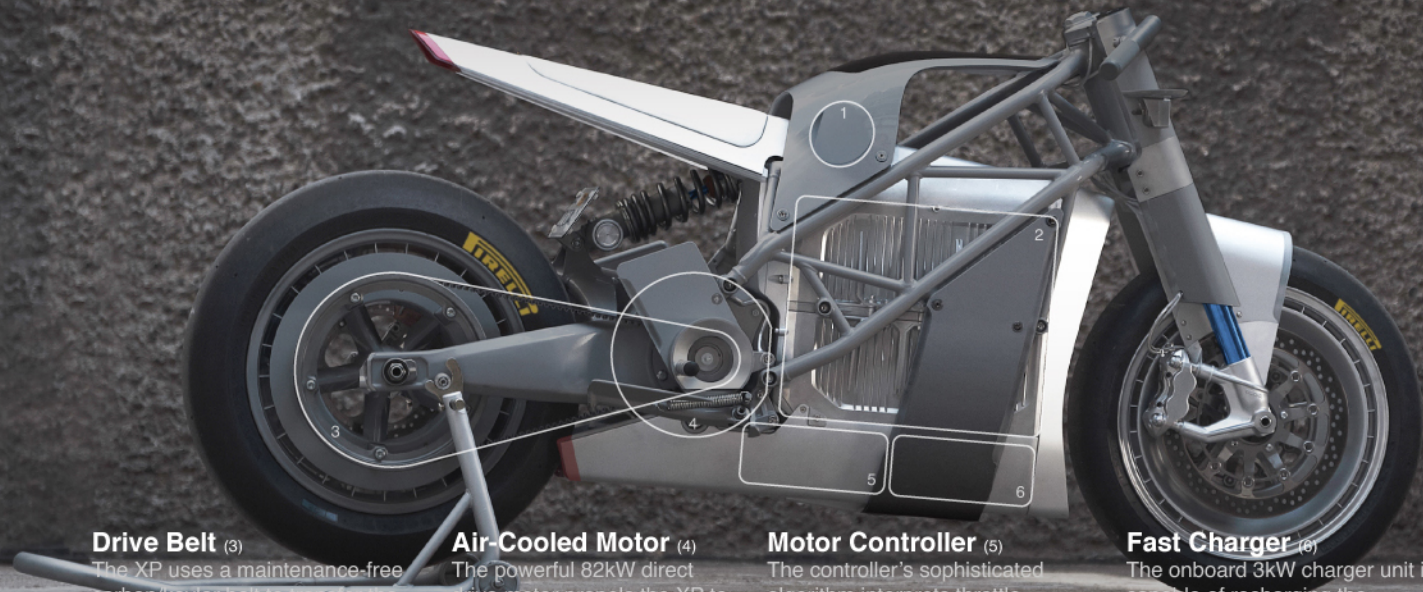
The XP's battery pack, controller, and motor are supplied by Zero Motorcycles. Originally founded by a former NASA engineer, Zero Motorcycles is the longest continuously running electric motorcycle company in America – ensuring reliability and reassurance.

Charge Port (1)

The XP's design can accommodate either the USA standard (J-1772) or the EU standard (Mennekes) charge port depending on the client's location.

Ion Battery (2)

The large capacity 14.4kWh battery gives the XP a range of up to 161 miles / 259 km. Vertical fins strengthen the structural aluminum case and assist in cooling the cells during charging.



Drive Belt (3)

The XP uses a maintenance-free carbon/kevlar belt to transfer the motor's 110hp directly to the rear wheel.

Air-Cooled Motor (4)

The powerful 82kW direct drive motor propels the XP to a top speed of 124mph / 200kph in around 7 seconds.

Motor Controller (5)

The controller's sophisticated algorithm interprets throttle position to deliver optimum power output whatever the situation.

Fast Charger (6)

The onboard 3kW charger unit is capable of recharging the battery to 95% in only 2-4 hours.

The Accolades

Since its debut at the Goodwood Festival of Speed, the XP Zero has been featured in over a hundred and thirty magazine articles, national television, and countless online features.

“A bike straight out of Blade Runner”

HYPEBEAST

“This is what bikes will look like in 2100”

autoblog

“A glimpse into the future of two-wheeled travel”

RETURN OF CAFÉ RACERS

“A motorcycle that seems to come from the future”

SUPERSPECIAL

“A wickedly quick bike that belongs in a modern art museum”

COOL MATERIAL

“One of my favorite custom designs of all time”

Chris Hunter - Editor **BIKEXIF**

“I sense something special emerging...”

former Technician **BRITEN
NEW ZEALAND**

“What an electric bike should look like”

Forbes

“Gamechanger - a new benchmark”

Ola Stenegård - Head of Design **BMW & Indian**

“A bike from a parallel reality”

JALOPNIK

“The future of electric”

**MOTOR
CYCLIST**

The Service

UMC offers three levels of customization. Each XP is developed to the client's individual requirements and built to UMC's exacting standards.

1. Special

- Body Panels - specify colors, graphics and finishes
- Upholstery - specify color and finish
- Drivetrain - specify color and finish
- Tires - specify tire choice

2. Premium

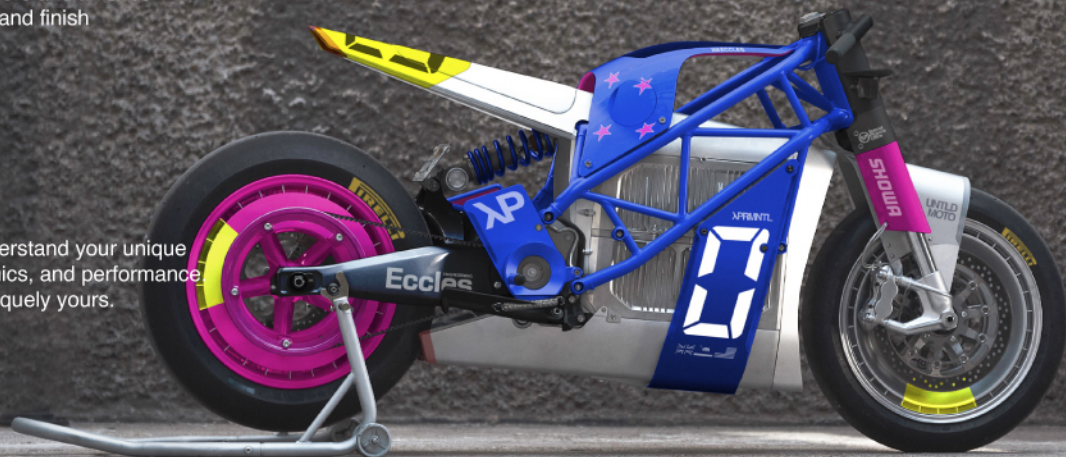
- Body Panels - specify materials, colors and finishes
- Upholstery - specify material, color and finish
- Drivetrain - specify color and finish
- Tires - specify tire choice
- Suspension - upgrades available
- Brakes - upgrades available
- Controls - options available

3. Anything Goes

Our team sits down with you to understand your unique perspective on aesthetics, ergonomics, and performance. Together, we create a XP that is uniquely yours.

The XP uses aerospace industry production methods and technologies. Aircraft-grade aluminum parts and polymer body panels are computer-machined before being hand-assembled in our California workshop.

This method provides an unprecedented level of customization and reproducibility, allowing custom replacement parts to be ordered at the press of a button.





The Company

Untitled Motorcycles (UMC) has been building custom motorcycles in England since 2010, and in California since 2014. UMC designs and builds motorcycles for both private clients and for factory brands such as Ducati, Triumph, Moto Guzzi, Yamaha, and Zero.

The XP Zero

PHOTO: AARON EBENHALL



Enquiries and commissions

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Workshop visits by appointment

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